

**BY ORDER OF THE COMMANDER
910 AIRLIFT WING**

910 AIRLIFT WING INSTRUCTION 21-205

7 NOVEMBER 2014



Maintenance

**CRASH DAMAGED DISABLED AIRCRAFT
RECOVERY TEAM (CCDAR)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*, and extends the guidance of Air Force Instruction (AFI) 21-101 Air Force Reserve Command (AFRC) 21-101 SUP1, *Aircraft and Equipment Maintenance Management*, Technical Order (T.O.) 00-80C-1 *Crashed, Damaged, Disabled Aircraft Recovery Manual*, Youngstown Air Reserve Station (YARS) Installation Emergency Management Plan (IEMP) 10-2 and the Youngstown Air Reserve Station Host, Tenant Support Agreement. It provides guidance and procedures to the 910 Airlift Wing (910 AW) for the Crashed, Damaged or Disabled Aircraft Recovery Program (CDDAR). It applies to all 910 AW agencies involved with recovery operations will ensure compliance with this instruction to ensure a coordinated response to CDDAR situations. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route the AF847 through the appropriate chain of command. Ensure all records created as a Result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS). **NOTE:** When compiling data on forms, reports, or documents directed by this publication, the use and protection of Personal Identification Information (PII) is subject to the provisions and protections of Title 5, United States Code (U.S.C.) 552a, *The Privacy Act of 1974*, as amended, and AFI33-332, *The Air Force Privacy Act and Civil Liberties Program*. Individual Social Security Numbers (SSN) and or Electronic Identification Data (EID) will not be shown or displayed.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include paragraph insertions and renumbering of all paragraphs.

1. Specific Positions Defined/responsibilities.

1.1. Crashed, damaged or disabled aircraft recovery (CDDAR) trained personnel will be identified as “Team Chief” or “Team Member”. On the crash recovery recall roster. Team Chiefs will be identified on the Special Certification Roster (SCR).

1.2. CDDAR Team Chief – Appointed in writing by the 910 Maintenance Group Commander (910MXG/CC), (Appointment letter# 38), and responsible for the overall CDDAR Program development, implementation and management.

1.2.1. CDDAR Team Chief will:

1.2.1.1. Establish a CDDAR continuity book containing, recall roster, training plan, host/tenant support agreements and checklist.

1.2.1.2. Upon notification of an on/off base crash, the CDDAR Team Chief will implement the crash recovery team’s recall.

1.2.1.3. Be the single On-Scene (OS) focal point for CDDAR operations and reports directly to the Incident Commander (IC). All CDDAR aircraft operations will be coordinated through this individual. The CDDAR Team Chief will be designated upon notification of a recovery operation. If the operation will be ongoing two CDDAR Team Chiefs will be designated for 24-hour operations. These individuals will be readily identifiable by a YELLOW hard hat.

1.3. CDDAR Team Members work directly for and report to CDDAR Team Chief. Team members must be trained in basic CDDAR operations.

1.4. In the event of a major mishap, additional members may be augmented to assist in CDDAR operations under the direct supervision of the CDDAR Team Chief and team members.

2. 910 Maintenance Group (MXG) Maintenance Operations Center (MOC).

2.1. Maintain and initiate accident/incident checklists for aircraft mishap and notify all supporting agencies.

2.2. Ensure radio traffic is held to essential transmissions during emergencies and enforce radio discipline during the recovery operation.

2.3. Assist as necessary obtaining clearance from the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) for maintenance vehicles to cross the active runway or taxiways to reach the recovery site.

2.4. Coordinate with support organizations such as the 910 Logistics Readiness Squadron (910 LRS) and the 910 Civil Engineer Squadron (910 CES) for resources/actions required for CDDAR operations.

3. 910 Air Wing (910 AW) in accordance with (IAW) Youngstown Air Reserve Station Installation Emergency Management Plan (IEMP 10-2):

- 3.1. Provide medical and crash/fire/rescue, as well as hazardous materials and spill containment.
- 3.2. Provide security forces personnel to secure mishap scene and the wreckage assembly point, as directed by the IC.
- 3.3. Provide heavy equipment (bulldozers, cranes, dump trucks, tractor trailers all terrain forklifts), and drivers as necessary to support equipment needs at the mishap site, as well as transport wreckage to the assembly point.
- 3.4. Provide maintenance support to heavy equipment participating in the recovery operation, as directed by the IC.
- 3.5. Provide Petroleum, Oil, and Lubricants (POL) support to the IC. This will include on scene de-fueling of aircraft, if possible, as well as refueling of support equipment (e.g. Aerospace Ground Equipment (AGE) and heavy equipment).
- 3.6. Provide 24 Hour contracting support for specialized equipment as necessary to support recovery operations.
- 3.7. When called upon by the Senior Fire Official (SFO), the 910 Bioenvironmental Flight (910 BEF) will assist with advanced composite response procedures. Only qualified personnel with adequate Personal Protective Equipment (PPE) will be allowed to enter hazardous areas.

4. 910 Aircraft Maintenance Squadron (910 AMXS) will:

- 4.1. Notify 910 Maintenance Squadron (910 MXS) Repair and Reclamation CDDAR section to evaluate all C-130 unsafe gear indications, hot brakes (see 910AWI 13-202, *Aircraft with Hot Brakes*), and all abnormal towing operations.
- 4.2. If the aircraft can be safely towed in a power on/off situation, the 910 AMXS will be responsible for removing the aircraft from runways and/or taxiways.
- 4.3. Provide assistance with crash recovery operations as requested by the IC or CDDAR Team Chief.

5. 910 Maintenance Squadron (910 MXS) will:

- 5.1. The Repair and Reclamation (R&R) shop personnel are assigned duties of Primary CDDAR Team Members. The Repair and Reclamation Shop CDDAR Team members will respond to all accidents/incidents involving unit owned aircraft and/or transient C-130 aircraft on runways, taxiways, and overruns at Youngstown Air Reserve Station. The CDDAR Team will remain in place, awaiting instructions from the Fire Chief/IC. Other accident/incident responses off station will be on an as needed basis.
- 5.2. Repair and Reclamation Shop CDDAR Team will provide immediate response during normal weekday duty hours (0630 – 1700). The 910AW CDDAR recall roster will be utilized for other than normal duty hours. The CDDAR team Chief will access the recall roster through the 910 MOC and/or 910 Airlift Wing Command Post (910 AW/CP).
- 5.3. Minimum response to In Flight Emergencies (IFE) consists of assembling a tow team, pre-positioning it for immediate response, and it remaining in place until the IFE is terminated or until the aircraft is towed back to the parking apron if required.

5.4. CDDAR Team Chief will distribute the CDDAR emergency recall roster to the YARS Fire Department, YARS Airfield Manager (910OSS/OSA), 910AW Safety (910AW/SE), 910AW/CP, 910 MXG/MOC, 910 MXG/CC, and 910 AMXS.

5.5. Provide qualified, explosive loaded aircraft personnel to remove or safe explosive Countermeasures munitions loaded on the aircraft, when directed by the IC.

5.6. CDDAR Team Chief will assign qualified personnel to positions prior to recovery operation (e.g., special vehicle operators, console operators, safety observers, etc).

5.7. Repair and Reclamation Shop (RRS) will provide qualified personnel and equipment to include Personal Protective Equipment (PPE) for all CDDAR Operations.

5.8. CDDAR Team Chief will coordinate requests for additional personnel/equipment with the 910AW/AMXS/MXG/MOC.

5.9. CDDAR Team Chief will coordinate with 910 MXG Quality Assurance (QA) Office on all weight and balance issues and provide assistance to QA with disabled aircraft reporting matters.

5.10. CDDAR Team Chief will evaluate the situation and coordinate with the IC to formulate a recovery plan. Ensure the IC has released the aircraft before recovery actions begin.

5.11. CDDAR Team Chief will consult with the IC and Bioenvironmental Engineering (BEE) prior to beginning crash recovery operations, to determine what PPE will be required.

5.12. CDDAR Team Chief will plan for and anticipate minimal secondary damage to the aircraft during recovery operations.

5.13. The AGE Flight will provide AGE to support the recovery effort as requested by OSC and or CDDAR Team Chief.

6. Training/Equipment:

6.1. CDDAR Team Chief will ensure that annual CDDAR training is accomplished for all team members using lesson plans, applicable directives, Mission Design Series (MDS) unique tools and technical orders. Initial training will consist of academic and hands-on to include an actual aircraft lift. This training will be developed and provided through an AETC formal training course. The Air National Guard (ANG) training course is available for use by all AF personnel. Training will be updated in MIS (GO-81) using course code ACFT000100, 000101 and ACFT000310 to include training records (TBA) documentation as applicable.

6.2. CDDAR Team Chief will ensure accomplishment of required inspections of CDDAR equipment at prescribed intervals or at least annually. These inspections will be documented on Air Force Technical Order (AFTO) Form 244, Industrial/Support Equipment Record, and updated in MIS.

6.3. Repair and Reclamation shop will maintain and control CDDAR tools and equipment IAW AFI 21-101, and Composite Tool Kit (CTK) Program. Equipment and tools are arranged in a manner to conform to the show/know concept and must be identified to the shop. The Tool Accountability System (TCMAX) will be used when available. Utilize Air

Force Reserve Command (AFRC) Form 177 Consolidated Tool Kit Inventory and Control Log, when TAS is not available.

JAMES D. DIGNAN, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010

AFI 21-101_AFRCSUP I, *Aircraft and Equipment Maintenance Management*, 13 January 2011

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 21-1, *Air and Space Maintenance*, 25 February 2003

IEMP 10-2-YARS Comprehensive Emergency Management Plan, 1 March 2008

910AWI 21-109, *Composite Tool Kit (CTK) Program*, 24 June 2010

910AWI 13-202 Chap 6 Para 6.9, *Aircraft with Hot Brakes*, 24 October 2007

TO 00-80C-1, *Crashed, Damaged, Disabled Aircraft Recovery*, 05 October 2011

Prescribed Forms

AF Form 847 - *Recommendation for Change of Publication*

AFTO Form 244 - *Industrial/Support Equipment Record*

AFRC Form 177 - *Consolidated Tool Kit Inventory and Control Log*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFTO—Air Force Technical Order

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AGE—Aerospace Ground Equipment

AMXS—Aircraft Maintenance Squadron

ANG—Air National Guard

BEE—Bioenvironmental Engineering

CDDAR—Crashed Damaged or Disabled Aircraft Recovery

CEMP—Comprehensive Emergency Management Plan

CES—Civil Engineer Squadron

CTK—Composite Tool Kit

IAW—In Accordance With

IC—Incident Commander

LRS—Logistics Readiness Squadron

MDS—Mission Design Series

MIS—Maintenance Information System

MOC—Maintenance Operations Center

MXG—Maintenance Group

OPR—Office of Primary Responsibility

OS—On-Scene

POL—Petroleum Oil and Lubricants

PPE—Personal Protective Equipment

QA—Quality Assurance

RDS—Records Disposition Schedule

SCR—Special Certification Roster

SFO—Senior Fire Official

TAS—Tool Accountability System

YARS—Youngstown Air Reserve Station